

State: Kentucky

Principal Investigator: Terry Bunn

Contact Information: 333 Waller Ave., Suite 242
Lexington, KY 40504

Program Type: Fundamental- Kentucky Occupational Safety and Health Surveillance (KOSHS) program

MAJOR ACCOMPLISHMENTS AND OUTPUTS:

A. Reports

- a. Kentucky Occupational Safety and Health Surveillance Program- Annual Report, 2011.
- b. Characterization of Injuries Among Kentucky State- and Quasi- Government Workers. October 2010.

B. Presentations

1. "The Value of a Worker Safety Program", Pikeville, KY, August 18, 2010.
2. "The Value of a Worker Safety Program", Louisville, KY, November 17, 2010.
3. "KOSHS and FACE programs- Transportation injuries", KY Public Health Association meeting, Louisville, KY, March 11, 2011.
4. "How stories impact policy: transportation injury prevention in KY", Safe States meeting, Coralville, IA, April 8, 2011.
5. "Occupational motor vehicle safety- the state perspective", Council of State and Territorial Epidemiologists meeting, Pittsburgh, PA, June 12, 2011.
6. "Occupational motor vehicle safety- the state perspective", Health Services Research Methods meeting, Lexington, KY June 24, 2011.
7. "The value of a worker safety program", Chamber of Commerce, Piqua, OH, March 16, 2011.

C. Publications

1. "Worker Safety Program Makes Sense and Saves Cents", Lexington Herald Leader, July 18, 2010.
2. "Emergency lane hazards for truck drivers", Kentucky Trucker newsletter, volume 8, edition 2, February 18, 2011.
3. Bunn, TL, Slavova, S, Tang, M. 2011. Injuries among solid waste collectors in the private vs. public sectors. Waste Management and Research (accepted).
4. Bunn, TL, Slavova, S, Robertson, M. Crash and Burn? Vehicle, Collision, and Driver Factors that Influence Motor Vehicle Collision Fires. (submitted to Accident Analysis and Prevention)

D. Partnership building and maintenance of advisory committee.

Partnerships

Transportation sector Important partnerships were formed to collaborate on projects, to disseminate prevention information, and to raise safety awareness within the trucking community. The KOSHS/FACE program is a stakeholder for a number of Commercial Vehicle Enforcement activities. Second, KOSHS personnel have been members of the Governor's Executive Committee on Highway Safety (GECHS) since 2007.

A KOSHS personnel member is the co-chair of the Kentucky (KY) Traffic Records Advisory Committee which provides input on the improvement of traffic records systems within KY. Currently funded projects included the expansion of trauma reporting centers from the current four to twelve by October 2012.

A partnership was formed with the Kentucky Motor Transport Association (KMTA) in 2006. KOSHS personnel are members of the Safety Council within the KMTA and KOSHS and FACE personnel routinely consult with other members on trucker safety recommendations and intervention development for the Kentucky trucking industry. The KOSHS program published an injury article in the Kentucky Trucker Spring 2011 newsletter.

Multi-State Collaborations

Six states are currently fielding a module on work-related dermatitis in the 2011 BRFSS survey. A KOSHS staff member is part of the workgroup who developed the four questions to be included in the 2011 BRFSS survey. A joint multi-state publication will be produced in 2012.

SouthON: KY, NC and LA are working with NIOSH personnel to establish a southern regional occupational health network (SouthOn). Unfunded states including VA, TN, and AR have expressed interest in SouthOn. We are trying to organize our first meeting in conjunction with the CSTE/COSS fall 2011 meeting. The meeting would last one day and would introduce unfunded states to occupational injury and illness surveillance and to prioritize and work on regional occupational health issues unique to the southern region of the US.

Advisory Committee

The KOSHS/ FACE advisory board meeting was held on December 8, 2010, in Lexington, KY. Stakeholders suggested the use of the Small Business Development Center (SBDC) to promote our worker safety seminar. Subsequently, KOSHS personnel met with the SBDC in January 2011. Our worker safety presentation will hopefully be delivered to the SBDC attendees in Summer 2011.

Potential Outcomes

1. Information on truck fires was shared with the FMCSA and the US DOT. The FMCSA and US DOT are very interested in the results of our studies and we also are collaborating with the John A. Volpe National Transportation Systems Center by providing them with newspaper clippings of all fatal truck fatalities in KY.
2. Regarding the identification of roadways areas with elevated risk for at-fault collisions, we are currently working with the KY State Police to disseminate highway transportation prevention information at rest areas and weigh stations within the high risk areas.
3. The Small Business Program in NIOSH Cincinnati is interested in further collaboration with our program to develop a toolkit for accountants that includes our worker safety program. Accountants are the target population since they work with individuals to establish new businesses. We will be pursuing this next year.

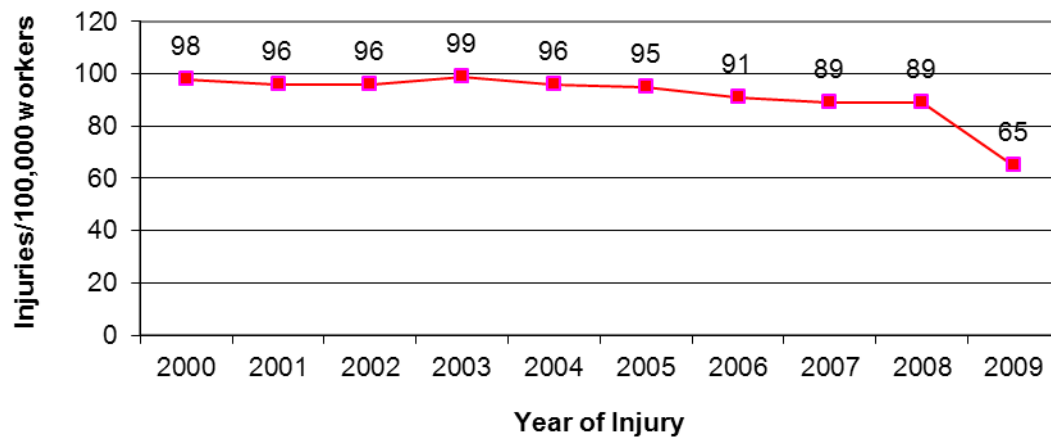
E. Intermediate Outcomes

1. The 2010-2014 Kentucky Strategic Highway Safety plan was developed and produced. THE KOSHS program was a stakeholder in both the development of the plan, specifically in the area of commercial vehicle injury prevention. Final commercial vehicle emphasis area strategies include:
 - a. Identification of high crash corridors involving commercial vehicles and initiation of appropriate engineering and enforcement interventions;
 - b. Coordination with appropriate state entities regarding the feasibility of using information boards and rest areas to post information on the high crash corridors;
 - c. Implementation of national and state-specific program elements for driver/vehicle inspections, compliance reviews, traffic enforcement, public education and awareness, and data collection and reporting;
 - d. Implementation of other strategies identified in KY's annual Commercial Vehicle Safety Plan, which is part of the motor Carrier Safety Assistance Program.

F. End Outcomes

Between 1994 and 2009, occupational fatalities significantly decreased in both number and rate. It is impossible to eliminate or take into account all the possible influences on the burden of fatal occupational injuries, but KY FACE decided to evaluate the burden of transportation industry injuries. Since 2005, the Kentucky transportation-related injuries have been a state target priority area for surveillance and interventions. Kentucky occupational driver motor vehicle collision injury rates have significantly decreased ($p=0.019$) since 2000 (Figure 1). There were 1,208 occupational motor vehicle collision claims in the year 2009, with an associated driver injury rate of 65 injuries per 100,000 workers.

Figure 1. Occupational Motor Vehicle Collision Driver Injury Rates, 2000-2009.



Data Source: Kentucky Department of Workers' Claims

Annual Report- Occupational Safety and Health Surveillance (July 1, 2010- June 30, 2011)

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Program Type: Fatality Assessment and Control Evaluation (FACE) program

MAJOR ACCOMPLISHMENTS AND OUTPUTS

A. Presentations

1. "Kentucky FACE program and fanning the flames", Kentucky motor Transport association Safety Council meeting, Louisville, KY, February 15, 2011.
2. "KOSHS and FACE programs- Transportation injuries", KY Public Health Association meeting, March 11, 2011.
3. "KY FACE program", Associated General Contractors' meeting, Lexington, KY, April 29, 2011.
4. Leggo my Building O- Commercial vs. Residential Fatalities", KY governor's Safety and Health conference, Louisville, KY, May 11, 2011.

B. Hazard alerts

1. Semi drivers killed after striking vehicles in emergency lanes, Volume 9, Issue 1. January 2011.
2. Semi drivers killed after vehicle rollovers. Volume 9, Issue 2. March 2011.

C. Publications and Reports

1. Kentucky Fatality Assessment and Control Evaluation Program- Annual Report, 2010.
2. FACE report #09KY078 was published in the National Safety Council's Safety and Health magazine, March 2011 issue.
3. FACE report #09KY059 was published in the National Safety Council's Safety and Health magazine, May 2011 issue.
4. "Emergency Lane Hazards", Kentucky Motor Transport Association, Kentucky Trucker newsletter, volume 8, Edition 2, February 18, 2011.
5. Green, MK, Harrison, R, Leinenkugel, K, Nguyen, Towle, M, Schoonover, T, Bunn, TL, Northwood, J. 2011. Occupational Highway Transportation Deaths—United States, 2003-2008. MMWR. 60:497-502.
6. "Kentucky semi truck transportation fatality investigations- falling asleep at the wheel", NIOSH e-news, May 2011.

D. FACE Reports

1. **09KY071**- Foreign-born semi driver dies after driving over embankment.
2. **09KY078**- Service technician working alone dies after being assaulted.
3. **09KY079**- Land surveyor struck and killed by passenger vehicle.
4. **10KY006**- Municipal solid waste collector dies after falling from solid waste vehicle hopper area.
5. **10KY009**-Two Tree Trimmers Die When Struck By Errant Semi Tractor-Trailer.
6. **11KY009**- Semi Truck Driver Falls Asleep While Driving, Crashes and Dies.

E. Partnerships

Transportation industry

1. KY FACE personnel is a member of Trimarc Freeway Incident Management Committee that meets quarterly to review motor vehicle crashes that occur on interstates in the Louisville and surrounding areas. Members of the committee are Louisville Metro Police, local police, Dept., KY State Police, KY Commercial Vehicle Enforcement, emergency responders, and towing companies.
2. KY FACE personnel is a member of Kentucky Motor Transport Association Safety Committee collaborating on KY FACE reports and dissemination of reports to KMTA membership. Meetings are attended monthly.

Construction industry

1. KY FACE personnel is a member of the National Association of Women In Construction, Bluegrass Chapter. Meetings are attended monthly. KY FACE collaborates with members on safety issues involving the construction industry in Kentucky.

F. Potential Outcomes:

1. The Kentucky Motor Transport Association (KMTA) has requested that a panel be established to review significant large truck crashes that occur in Kentucky using FACE reports and other information to develop recommendations to improve response, and assist with prevention strategies. The panel would consist of KMTA, FACE, Usher Transport company, Great West Casualty Insurance, and Commercial Vehicle Enforcement.
2. In January 2011, during a site visit involving a semi truck fatality, an environmental cleanup company owner from Gra-Kat Environmental was interviewed. Approximately four weeks later, Gra-Kat experienced a worker fatality and the owner of Gra-Kat asked KY FACE to perform an FACE incident evaluation of the worker fatality.

G. Intermediate Outcomes:

1. Based on a recommendation to establish daily contact with remote drivers (report #08KY074), a solid waste collection company now requires daily contact with each driver whose commute is one hour or more a day. For drivers who commute less than one hour, they are required to come to the dispatch office for visual contact.
2. Based on the recommendation of two fatality reports (09KY081 and 07KY091), two companies are now requiring the use of restraint systems within sleeper berths. Company responses included “Team drivers will now use sleeper berth restraint system (mandatory)...Gets your attention” and “I will include sleeper berth safety in all company SOP material”.

H. End Outcomes:

Between 1994 and 2010, the number of occupational fatalities has significantly decreased (Figure 2). It is impossible to eliminate or take into account all the possible influences on the burden of fatal occupational injuries, but KY FACE decided to evaluate the burden of transportation and warehousing industry injuries. Since 2005, the Kentucky transportation and warehousing industry has been a state target priority area for surveillance and interventions. Kentucky transportation and warehousing industry fatality rates have decreased since 2006 (Figure 3), although the trend is not significant ($p= 0.25$).

Figure 2. Kentucky Occupational Fatalities, 1994-2010.

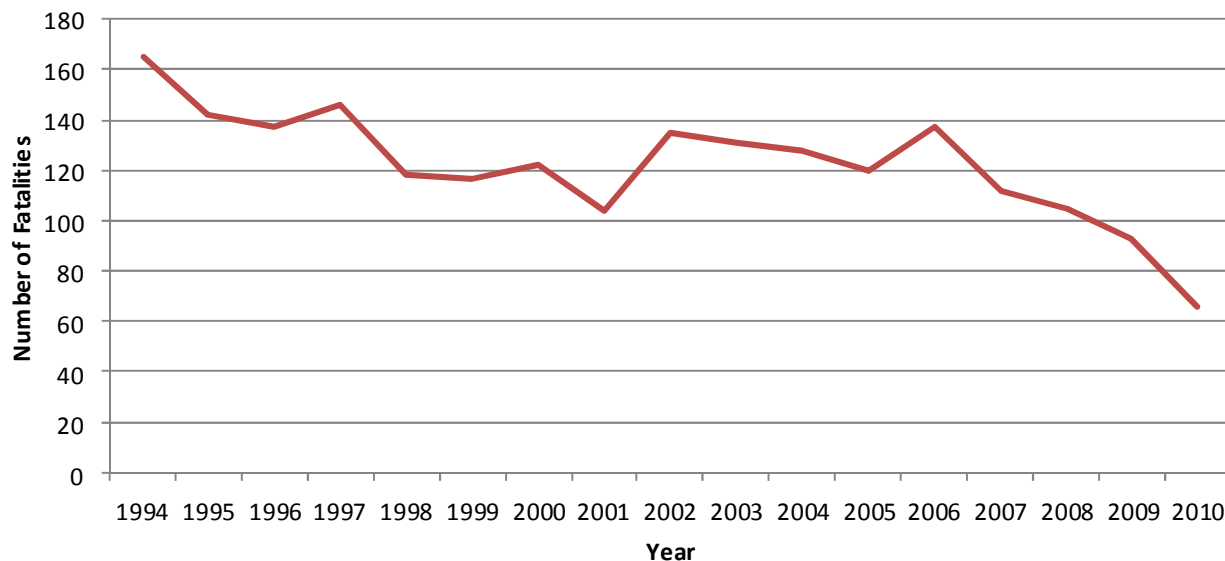


Figure 3. Crude Fatality Rates for Transportation and Warehousing Industry Workers, 2004-2009.

